

MARCH 20, 2012

**COTE BLANCHE HYDROLOGIC
RESTORATION/SCHOOL BUS BAYOU
PROJECT (TV-04)
ST. MARY PARISH, LOUISIANA**



**PROJECT
COMPLETION
REPORT**

Prepared By:

**Providence Engineering and
Environmental Group LLC**
1201 Main Street
Baton Rouge, Louisiana 70802
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www.providenceeng.com

Project Number 621-004

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1.0 PRIME CONTRACTOR

Luhr Bros., Inc
PO Box 50
Columbia, IL 62236

2.0 SIGNIFICANT DATES/AMOUNTS

DESCRIPTION	DATE / AMOUNTS
Notice to Proceed	July 28 th , 2011
Pre-construction Conference	September 8 th , 2011
Pre-construction site visit	September 26 th , 2011
Commencement Date	September 9 th , 2011
Actual Construction Start Date	October 13 th , 2011
Date Fixed for Completion	November 8 th , 2011
Actual Completion Date	January 13 th , 2012
Original Contract Amount	\$718,600.00
Actual Contract Amount	\$730,888.40

3.0 SUBCONTRACTOR

None

4.0 BID ITEMS

No.	ITEM	UNIT	SCH. QTY	UNIT PRICE	ORIGINAL PRICE	ACTUAL QTY	CHANGE %	FINAL PRICE
1	Mobilization and Demobilization	Lump Sum	1	\$50,000	\$50,000.00	1	0%	\$50,000.0
2	Geotextile Fabric	S.Y.	1,000	\$14.0	\$14,000.00	1,466	47%	\$20,524.0
3	Riprap Class 130 Lb.	Ton	600	\$70.0	\$42,000.00	605	1%	\$42,350.0
4	Riprap Class 250 Lb.	Ton	6,750	\$75.2	\$507,600.0	6,822	1%	\$513,014.4
5	Replace Railing and Signs at Site 1	Lump Sum	1	\$20,000.0	\$20,000.0	1	0%	\$20,000.0
6	Replace Railing and Signs at Site 2	Lump Sum	1	\$50,000.0	\$50,000.0	1	0%	\$50,000.0
7	Replace Signs at Site 3	Lump Sum	1	\$12,000.0	\$12,000.0	1	0%	\$12,000.0
8	Replace or Refurbish Signs along School Bus Bayou Breakwater	Lump Sum	1	\$8,000.0	\$8,000.0	1	0%	\$8,000.0
9	Replace Railing and Signs at Site 4	Lump Sum	1	\$15,000.0	\$15,000.0	1	0%	\$15,000.0
TOTAL FINAL PROJECT CONSTRUCTION COST:					\$718,600.0			\$730,888.4

5.0 EQUIPMENT USED

M/V Danny Boy
M/V Mary B
M/V Warren Jr.
BV 130 Spud Barge
BV 15285 385 Cat Excavator

6.0 SIGNIFICANT EVENTS – START/FINISH/PROGRESS

The successful contractor was notified in the first week of August 2011 and the pre-construction conference was held on September 8th, 2011. Following the pre-construction conference, a pre-construction site visit was conducted on September 26th, 2011. The work was not immediately started due to adverse weather conditions. During the pre-construction site visit, it was observed that one warning sign and two arrow signs on Site 2 that were initially present during the bidding phase were now missing. The contractor agreed to provide the additional signs at no cost.

The contractor began the work on October 13th, 2011. The work commenced by light loading the barges and installing rock along the Humble Canal (East Bank) Rock Break Water. The eastern bank along Humble Canal had eroded significantly since the design phase causing the original alignment of the dike in water that was deeper than anticipated. The dike was re-aligned and placed closer to the shoreline, in shallower water, which resulted in the leftover tonnage. The entire section of rock was installed within the first ten working days. The contractor notified the engineer about the potential for additional left over rock. A site visit was conducted by CPRA personnel with the contractor and engineer's site representative. After discussion with the engineer, the contractor was notified to install the additional rock for an extended length along the original alignment of the East Bank of Humble Canal Rock Break Water towards the south. However, there was a shortage of geotextile for this additional stretch of rock installation. The contractor installed the additional stretch of rock and geotextile along the directed alignment. Final quantities for this alignment required a change order in price for the additional geotextile and 5 tons of 130 Lb. class riprap and 72 tons of 250 Lb. class riprap. This was issued as Change Order No. 2. In conjunction with the rock installation, a separate crew began working parallel on replacing and re-striping the warning signs along the School Bus Bayou Break Water. The contractor also installed and replaced all the signs as directed in the plans and specifications that were supposed to be mounted on piles, on Sites 1, 2, and 4.

After completion of the above mentioned tasks, work related to replacing the railings and signs that were supposed to be mounted on the railings was delayed at Sites 1, 2 and 4. This was due to the high water conditions, which would not allow the contractor to access the pile caps to weld the replaced railings and the sign structures. The engineer, contractor and CPRA agreed that the low water conditions would be necessary to conduct the remainder work as mentioned in the plans and specifications. These necessary low tides usually occur in the months of December and January. This led to an issuance of change order No. 1 for time extension of 75 days at no additional cost to the project.

When the Contractor returned to the site during late November, 2011 during low tide conditions, it was discovered that the existing pile caps were in a deteriorated condition at Sites 1, 2 and 4. These pile caps were deemed structurally unfit to weld the new railings and sign mountings to. A site visit was conducted on December 7th, 2011 with the contractor, engineer, CPRA and NRCS personnel to observe the conditions of the pile caps. After discussion, an

engineering field change order was issued to the contractor in regard to the Bid Items No. 5, 6 and 9. The field change order directed the contractor to construct a barrier at each site using 50 foot wooden pilings with stainless steel cable in lieu of the pipe railings with the required signage on the original plans and specifications. The sign mountings were eliminated and those new warning signs were then designed to be installed on the newly installed wooden piles. Two additional warning and four additional arrow signs were also requested to be produced as these signs that existed at the time of bidding and pre-construction site visit were now missing. The contractor accepted the field change order at no additional cost to the project. The contractor returned to the site for installation of the wooden piles, stainless steel cables, and sign installation on January 10, 2012 and all the work was completed as per plans and specifications on January 13th, 2012.

7.0 MODIFICATIONS AND CHANGE ORDERS

Change Order No. 1

This change order was for the extension of the contract time from an original 60 day project completion to a total of 135 days for completion. The reason for this contract time extension was adverse weather during the initial period of construction. Also, after completion of the rock installation component of the project, the remaining construction for the installation of the railings and signs was delayed due to high tide conditions. This time extension was granted with no cost change to the contract amount.

Change in Contract Time	
Original Contract Time (calendar days)	60
Net Increase (Decrease) from previous Change Order (days)	0
Contract Time prior to this Change Order (days)	60
Net Increase (Decrease) of this Change Order (days)	75
Contract Time with this Change Order (calendar days)	135

Field Change Order No. 1

The field change order was issued to the contractor as the existing conditions of the pile caps on the weir structures were not able to support the designed replacement sign and railing assemblies. The field change order was in regard to the Bid Items No. 5, 6 and 9. The field change order directed the contractor to construct a barrier at each site using 50 foot wooden pilings with a stainless steel cable along with the listed required signage on the original plans and specifications. Additional warning and arrow signs were also requested to be produced as these signs which were existing at the time of bidding and pre-construction site visit were broken and/or missing. This field change order was accepted by the contractor at no additional contract price.

Change Order No. 2

This change order was for an increase in contract price due to material overrun for Bid Items No. 2, 3 and 4 as compared to the project estimated quantities. The items of overrun are as follows:

- Item 2 – Geotextile
- Item 3 – Riprap Class 130 Lb. stone
- Item 4 – Riprap Class 250 Lb. stone

Change in Contract Price	
Original Contract Price	\$718,600.00
Net Increase (Decrease) from previous Change Order (days)	\$0.00
Contract Price prior to this Change Order (days)	\$718,600.00
Net Increase (Decrease) of this Change Order (days)	\$12,288.00
Contract Price with this Change Order (calendar days)	\$730,888.00

8.0 STONE GRADATION

Two types of stone/riprap gradations were used on this project. The stone/riprap used was DOTD Class 130 Lb. and 250 Lb.

9.0 QUALITY CONTROL AND QUALITY ASSURANCE

Quality control was provided by Mr. Danny Moore of Luhr Bros., Inc. The contractor's construction performance and quality control were satisfactory. Quality assurance was provided by the on-site inspector, Mr. Jeffrey Bueche of Providence Engineering and Environmental Group LLC (Providence).

10.0 ACCIDENT/SAFETY

There were no accidents or loss time injuries reported, before and after the project construction/completion.

11.0 FINAL ACCEPTANCE

A final inspection was conducted on January 13th, 2012 for the Cote Blanch Hydrologic Restoration Project (TV-04). The following were in attendance:

1. Stanley Aucoin with CPRA
2. Dale Garber with NRCS
3. Jeffrey Bueche with Providence
4. Lonnie Dunn with Luhr Bros., Inc
5. Danny Moore with Luhr Bros., Inc

As a result of the inspection, the project was determined to have been constructed within the specifications set forth by the plans, specifications, field changes, and contract requirements.

APPENDIX A
PHOTOGRAPHIC DOCUMENTATION



Picture 1: Installed rock along the East Cote Blanche Bay (looking West)



Picture 2: Installed rock along the East Cote Blanche Bay (looking East)



Picture 3: Installed rock along the East Cote Blanche Bay (East Side)



Picture 4: Rock Installation on School Bus Bayou (West Side) Low Level Weir with Boat Bay



Picture 5: Additional installed rock along the East Bank of Humble Canal



Picture 6: Installation of the piles to mount the warning signs at Bayou Long (Site 4)



Picture 7: Installed piles and stainless steel cables supporting warning signs at Bayou Long (Site 4)



Picture 8: Installed piles and stainless steel cables supporting warning signs at Humble Canal (Site 2)



Picture 9: Installed piles and stainless steel cables supporting warning signs at Humble F Canal (Site 1)



Picture 10: Installed piles and stainless steel cables supporting warning signs at Humble F Canal (Site 1)



Picture 11: Replaced piles and signs at British American Canal (Site 3)

APPENDIX B
NOTICE OF ACCEPTANCE OF WORK



BOBBY JINDAL
GOVERNOR

PAUL W. RAINWATER
COMMISSIONER OF ADMINISTRATION

State of Louisiana
Division of Administration
Office of State Purchasing

February 9, 2012

PO# 3748308

Mr. Jerome Zeringue
Executive Director
Office of Coastal Protection & Restoration
617 N. Third Street, 12th Floor, Room 1263
Baton Rouge LA 70802

Dear Mr. Zeringue:

RE: Cote Blanche Hydrologic Restoration/School Bus Bayou Project (TV-04)/
Office of Coastal Protection and Restoration
"Notice by Owner of Acceptance of Work", File Number: R 28015 DL/S 28125 D
ISIS #1340306

We are enclosing one (1) copy of the **"Notice by Owner of Acceptance of Work"** on the contract referenced above. I have approved this document and we are forwarding a copy to the contractor.

If there are any questions, in regards to this project, please contact Hilary Stephenson at 225-342-8022.

Sincerely,

Denise Lea
Director of State Purchasing

DML:FMS:PEP:HS:jw/H.S.

cc. Renee
Stam

Enclosure

c: Ms. Mona Propes
Office of Risk Management

NOTICE BY OWNER OF ACCEPTANCE OF WORK

TO ALL WHOM IT MAY CONCERN, AND ESPECIALLY TO SUBCONTRACTORS, WORKMEN, LABORERS AND FURNISHERS OF MATERIALS.

PUBLIC NOTICE IS HEREBY GIVEN, ACCORDING TO LAW, THAT THE UNDERSIGNED OWNER HAS ACCEPTED THE WORK FOR COTE BLANCHE HYDROLOGIC RESTORATION/SCHOOL BUS BAYOU PROJECT (TV-04) FOR DEPARTMENT OF NATURAL RESOURCES - OFFICE OF COASTAL PROTECTION AND RESTORATION IN ST. MARY PARISH, LOUISIANA, DONE BY LUHUR BROS., INC..

IN ACCORDANCE WITH THE CONTRACT DATED AUGUST 26, 2011, AND RECORDED IN THE MORTGAGE RECORDS OF ST. MARY PARISH, UNDER ORIGINAL FILE NUMBER: 308096; RECORDING PAGES: 8; BOOK: 1296 AND PAGE 580, ALL SUBCONTRACTORS, WORKMEN, LABORERS, MECHANICS, FURNISHERS OF MATERIALS OR OTHER CLAIMANTS MUST ASSERT WHATEVER CLAIM, IF ANY, THEY MAY HAVE AGAINST SAID CONTRACT, GROWING OUT OF THE EXECUTION AND PERFORMANCE OF SAID CONTRACT, ACCORDING TO LAW, WITHIN FORTY-FIVE (45) DAYS FROM RECORDATION HEREOF:

BATON ROUGE, LOUISIANA

DATE ACCEPTED: JANUARY 13, 2012

APPROVED: February 9, 2012
(DATE)

STATE OF LOUISIANA

DIVISION OF ADMINISTRATION

OFFICE OF COASTAL PROTECTION AND RESTORATION

BY: Denise Lea
DENISE LEA
DIRECTOR OF STATE PURCHASING

BY: Jerome Zeringue
JEROME ZERINGUE
EXECUTIVE DIRECTOR

FILE NUMBER: R 28015 DL/S 28125 D

PURCHASE ORDER NUMBER: 3748308